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147CENTRAL INTELLIGENCE GROUP  
INTELLIGENCE REPORT

COUNTRY China

DATE:

SUBJECT Political Information: Travel Controls in  
Manchuria

INFO. See below

DIST. 5 March 1947

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SUPPLEMENT

ORIGIN  
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SOURCE As stated

DAIREN TO CHANGCHUN

1. Mrs. OGASAWARA Aki (小笠原あき), a Japanese woman, left Dairen on 21 October 1946 and arrived in Changchun on 29 October 1946. Her husband was formerly with the Economics Bureau of the puppet Manchukuo Government, then with the Daido (大同) Institute. He was drafted in May 1945 and was later conscripted by the Soviets. Mrs. OGASAWARA believes that her husband is now in Siberia. She was allowed to travel to Changchun to visit her children, one of whom was ill.

Travel Passes

2. Ordinarily the main line train, running from the outskirts of Dairen northwards, is Soviet Army-controlled, and civilians are not permitted to use it. Tickets cannot be bought for it.
3. In order to obtain a pass for travel, an illegal fee must be paid. Mrs. OGASAWARA obtained her pass through the aid of a Japanese, MOCHIHARA, a former South Manchurian Railway employee who is now employed by the Chinese Communists. This Japanese first guaranteed to obtain not only the travel permit but also to obtain a train permit as well for a fee of 7500 yen. Mrs. OGASAWARA finally paid 3000 yen to him for the travel permit and the train permit.

Her original travel permit was issued through the Dairen Japanese Labor Association and had to be carried with a pass from that organization. This Japanese Association pass had to be changed in each town on the way in which there was district Japanese Association. Her first travel pass was valid to Wafangtien (122-02, 39-38) where she obtained a second pass from the Chinese Communists. At Hsiungyuehch'eng (122-40-10) she had to obtain a third pass from the Chinese Communists.

Travel Security Police

5. Before leaving Wafangtien she was questioned for two hours by the Soviets and Chinese Communists. Before the train started in Hsiungyuehch'eng all passengers in her car were questioned by the Soviets. They asked her several times to explain in detail why she was going to Changchun and if she had a permit, but they did not ask to see the permit. There were two Chinese interpreters on the train with the Russian Security troops. They could speak Japanese, Russian and Chinese.
6. The Chinese Communist Travel Security Police (GOROTAI 護路隊) always asked to see travel permits. This was done each time that the train stopped between Wafangtien and Hsiungyuehch'eng. The Chinese Communists were assisted by a Japanese interpreter. The Chinese Communist Travel Security Police wear blue bands on the

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caps whereas the ordinary Communist police wear white bands on their hats.

7. Japanese employees of the railroad were permitted to ride this train but only for official duty. Mrs. OGASAWARA talked to two of them briefly and she learned that they were former South Manchurian Railway employees conscripted by the Communists.
8. Restrictions on travel northward for Japanese or Chinese civilians are very strict. Two Japanese men who were on the train to Jiafangtien were removed by the Transportation Security Police and were taken into custody. Mrs. OGASAWARA believed that she was not bothered chiefly because she was a woman.

Controls over Pedestrian Travel

9. Concerning travel by wagon or by foot, Mrs. OGASAWARA stated that, without papers, any travel north of Beiren is dangerous, especially in the Jiafangtien and northern Kwantung region. Travel Security Police stop any travellers who appear to be embarking on a long journey or who seem suspicious in any way.

Travel in Nationalist Areas

10. Mrs. OGASAWARA stated that travel in Nationalist areas was much simpler than in Communist areas. Merely a train travel permit was necessary. Source was asked for her travel papers by the Nationalist troops, but after hearing her story, they issued her a Nationalist travel permit so that she could travel by train.
11. She stated that if a Japanese has a Japanese Association identification card he can walk freely in Nationalist territories, but he might be stopped in towns to show the pass.

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WISHAN TO HARBIN

12. KAO T'u-fu (高土笑) a civilian Chinese from Wishan (132-06, 45-35) left that town on 30 October 1946. He traveled by railroad from Wishan to Kirin via Tungan (121-50, 45-25), Link'ou (130-15, 45-20), and Jutanchiang. From Kirin he traveled by rail through Such'ang (127-09, 44-55) to Chulan (126-48, 44-21). He then walked to North Kirin (City?) via Pan yao (126-40, 44-13) and Hsichung. Note: Probably Hatawan (126-31, 43-52) north of the city of Kirin. He took the train from Kirin to Changchun, reaching Changchun on 19 November. KAO went from Mukden to Wishan at the age of 5 and resided there for 28 years. After completing his schooling he was leader in the local peace preservation army until the Japanese occupation of Manchuria. During the Japanese occupation he worked as an accountant clerk in the puppet district government of Wishan. Since the end of the war he had held no official position, although he states that he helped in the organization of an anti-Communist Peace Preservation Corps from September 1945 to April 1946. Note: Source gave no reason for his departure from Wishan.

Travel Passes

13. KAO T'u-fu said that he needed no travel pass from the Chinese Communists while enroute from Wishan to Changchun. However, he secured a letter from his Chia Cheng (The Chia Chief or representative for every 10 families /Chia/ who is responsible for the welfare and conduct of those families) guaranteeing that he was going to Harbin to visit relatives in business there. He could not use this beyond Harbin. A shopkeeper, who had been a partner of some of his relatives in Harbin, gave him a letter stating that he was traveling South purely for commercial reasons. KAO met a photographer who was following the same route from Harbin. This man was carrying several heavy film plates and KAO offered to help him enroute if the photographer would say that they were in business together. By this means KAO reached Kirin.

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Travel Security Police

14. KAO said that Communist Travel Security Police were prevalent all along the route. Many of these guards armed only with old style Manchurian spears. They began the search on trains the minute the train left each station and the search and questioning usually continued until the next stop. The questions usually concerned the person's destination, why he was going, and whether he had authorization to travel either from the Communist government or from his local village authorities. The search is fairly thorough. If anything suspicious was found, the questioning was continued in detail.
15. The most rigorous searching and questioning was carried out in the section from Tungan to Linkou.

Controls over Pedestrian Travel

16. KAO had trouble with Security Police only once and that was after he had left the train at Shulan and was walking at dusk towards Kangyao. Because he was a young man he was questioned chiefly as to why he was not serving in the Communist army and he felt that he suspected of being an underground worker. He satisfied these police that he was travelling only for business reasons.

Travel in Nationalist Areas

17. Source stated that he had no trouble travelling from Kirin to Changchun in Nationalist territory.

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TSITSIHAR TO HARBIN

18. The Chinese Communists have stopped all travel in the area between Tsitsihar and Harbin. They say that there is a serious plague in that region and unless people are properly immunized they should not travel. Civilian travel is at a standstill in this region because of the difficulty in obtaining the necessary inoculations. Informants state that according to railway guards, these railroads are being used by the Chinese Communists for the transportation of troops, but the destination of these troops is unknown.

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